

SECTION I

Conformity

Requirements and

Findings

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CONFORMITY REQUIREMENTS AND FINDINGS

Table of Contents

	Page
Preface	I-1
State and Federal Requirements	I-3
Regional Transportation Planning Processes.....	I-4
Criteria Pollutants and Air Basins.....	I-5
Non-Attainment/Maintenance Area Boundaries.....	I-6
SIPs and Transportation Conformity	I-8
Conformity Analysis and Findings	I-13
Exhibit A: Maps	I-20

CONFORMITY REQUIREMENTS AND FINDINGS

PREFACE

The federally required conformity analyses and findings for the 2006 RTIP are set forth in the following sections. The conformity sections cover all federally required analyses for the conformity determination of the 2006 RTIP. These analyses also update the 2004 RTP. All transportation and air quality conformity analyses in this document are in compliance with applicable federal and state law, including conformity and transportation planning regulations. This Technical Appendix contains three sections (i.e., Section I, II, and III) that specifically address the conformity analyses required for federal approval.

- **Conformity Requirements**

Section I reflects all of the conformity requirements and highlights the required conformity findings.

- **Modeling - Summary for Regional Emissions Analyses**

Section II provides the modeling methodologies and assumptions employed in the conformity determination of the 2006 RTIP regional emissions with the respective Air Quality Management Plan (AQMP)/State Implementation Plan (SIP) or based on the interim emission tests.

- **Timely Implementation of Transportation Control Measures**

This section highlights the conformity findings of the Timely Implementation of Transportation Control Measures (TCMs) and describes the implementation status of all applicable TCMs in the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin.

CONFORMITY STATUS OF CURRENT RTIP AND RTP

On October 4, 2004, the federal agencies approved funding and determined conformity of the 2004 RTIP. The federal funding approval of the 2004 RTIP will expire on October 4, 2006. The 2006 RTIP is based on the 2004 RTP and implements the projects and programs included in the fiscal years (2006/07 – 2011/12) of the 2004 RTP. Upon its funding approval and conformity determination by the federal agencies, the 2006 RTIP will replace the 2004 RTIP.



On June 7, 2004, the federal conformity determination for the 2004 RTP was issued for the following non-attainment and maintenance areas:

- South Coast Air Basin (ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), and particulate matter (PM₁₀))
- San Bernardino County portion of the Mojave Desert Air Basin (PM₁₀)
- Coachella Valley portion of the Salton Sea Air Basin (PM₁₀)
- Imperial County portion of the Salton Sea Air Basin (ozone and PM₁₀)

The federal conformity determination for the Ventura County portion of the South Central Coast Air Basin (SCCAB – ozone) and the Southeast Desert Modified ozone area was issued by the federal agencies on June 16, 2004. However, the effective date for the conformity determination for the entire SCAG 2004 RTP, including all of the air basins, is June 7, 2004.

The federal 8-hour ozone conformity determination for the 2004 RTP and 2004 RTIP was issued by the federal agencies on May 12, 2005.

The federal PM_{2.5} conformity determination for the 2004 RTP and 2004 RTIP was issued by the federal agencies on March 30, 2006.

STATE AND FEDERAL REQUIREMENTS

The Southern California Association of Governments (SCAG), the Metropolitan Planning Organization (MPO) for Southern California, is mandated to comply with federal and state transportation and air quality regulations.

The federal transportation regulations authorize federal funding for highway, highway safety, transit, and other surface transportation programs. The federal Clean Air Act (CAA) establishes air quality standards and planning requirements for various air pollutants.

Federal Non-Attainment and Maintenance Areas

The U.S. Environmental Protection Agency (EPA) may make a Federal “non-attainment area” designation to any area that has not met CAA health standards for one or more pollutants. A non-attainment area designation may require additional air-quality controls for transportation plans, programs, and projects.

State Implementation Plans (SIP)

To comply with the CAA in achieving the National Ambient Air Quality Standards (NAAQS), the California Air Resources Board (ARB) develops State Implementation Plans (SIPs) for federal non-attainment and maintenance areas. In California, SIP development is a joint effort of the local air agencies and ARB working with federal, state, and local agencies (including the MPOs). Local Air Quality Management Plans (AQMPs) are prepared in response to federal and state requirements.

The SIP includes two important components relative to transportation and air quality conformity analysis – emissions budgets and TCMs. Emissions budgets set an upper limit which transportation activities (the motor vehicles also known as on-road mobile sources) are permitted to emit. TCMs are strategies to reduce emissions from on-road mobile sources.

ARB recommends the federal non-attainment area boundaries to EPA for final designations. Subsequently, the EPA finalizes and defines the boundaries of the federally designated non-attainment areas for each criteria pollutant, as defined below. In California, the state legislature defines the air basins.

Federal Transportation Conformity Rule

Transportation conformity is required under CAA section 176(c) to ensure that federally supported highway and transit project activities are consistent with ("conform to") the purpose of the SIP. Conformity currently applies to areas that are designated non-attainment, and those re-designated to attainment after 1990 ("maintenance areas" with plans developed under CAA section 175A) for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), CO, and NO₂. Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS. The transportation conformity regulation is found in 40 CFR part 93 and provisions related to conformity SIPs are found in 40 CFR 51.390.

REGIONAL TRANSPORTATION PLANNING PROCESSES

2004 Regional Transportation Improvement Program (RTIP)

Federal transportation law requires that SCAG develop a Regional Transportation Plan (RTP) for a 20-year minimum period. Additionally, SCAG must develop a RTIP to implement the RTP. In the federal non-attainment or maintenance areas, the RTP and RTIP must comply with the transportation conformity requirements of the EPA Transportation Conformity Rule.

The biennial RTIP update is produced on an even-year cycle, and is consistent with the State Transportation Improvement Program (STIP) cycle. The 2006 STIP in the SCAG region was incorporated into the 2006 RTIP for conformity analysis. The federal funding approval of the current operating 2004 RTIP expires on October 4, 2006.

CRITERIA POLLUTANTS AND AIR BASINS

Criteria Pollutants

Transportation activities, particularly motor vehicles (on-road mobile sources), are major causes of air pollution. Four criteria pollutants are subject to air quality conformity for the RTP and RTIP:

- Carbon monoxide is a product of automobile exhaust. CO reduces the flow of oxygen in the bloodstream and is particularly dangerous to persons with heart disease.
- Ozone is formed by the reaction between volatile organic compounds (VOC) and oxides of nitrogen (NO_x) in the presence of sunlight. Ozone negatively impacts the respiratory system.
- Nitrogen dioxide is created under the high pressure and temperature conditions in internal combustion engines. It impacts the respiratory system and degrades visibility due to its brownish color.
- Particulate matter less than 10 microns in size (PM₁₀) and less than 2.5 microns in size (PM_{2.5}) are extremely small particles and liquid droplets associated with dust, soot and combustion products. Particulate pollution has been linked to significant health problems, including aggravated asthma, increases in adverse respiratory systems, chronic bronchitis, decreased lung function, and premature death.

Air Basins and Air Districts in the SCAG Region

Federal non-attainment areas are usually described by their air basin geographies. SCAG is a six-county region that contains four air basins (administered by five air districts):

- The South Coast Air Basin (SCAB) covers the urbanized portions of the Los Angeles, Riverside, and San Bernardino counties as well as the entire county of Orange and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD).
- The Ventura County portion of the South Central Coast Air Basin (SCCAB) covers Ventura County and is within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD).
- The Mojave Desert Air Basin (MDAB) covers the desert portions of Los Angeles, Riverside, and San Bernardino counties. A small portion of this air basin is in Kern County and outside of the SCAG region. The SCAG portion of this air basin is under the jurisdiction of three air districts:

- The Mojave Desert Air Quality Management District (MDAQMD) administers portions of the MDAB situated in San Bernardino County and eastern Riverside County. The Riverside County portion is known as the Palo Verde Valley Area.
 - The SCAQMD administers the portion of MDAB in Riverside County situated between the Salton Sea Air Basin (SSAB) and the Palo Verde Valley Area.
 - The Antelope Valley Air Quality Management District (AVAQMD) administers the Los Angeles County portion of the MDAB.
- The SSAB covers all Imperial County and the eastern desert portion of Riverside County (excluding the MDAB portion). This air basin is under jurisdiction of two air districts:
- The Imperial County Air Pollution Control District (ICAPCD) administers the Imperial County portion of the SSAB.
 - The SCAQMD administers the Riverside County portion of the SSAB situated between the SCAB and the MDAB.

The boundaries of the air basins and air districts are illustrated in Exhibit A and the end of this chapter.

NON-ATTAINMENT/MAINTENANCE AREA BOUNDARIES

Non-Attainment/Maintenance Areas and Timeframes

The boundaries of the Federal non-attainment/maintenance areas [and their respective attainment years] in the SCAG region are as follows:

- Ventura County Portion of SCCAB - The entire county is a non-attainment area for 8-hour ozone [2010].
- SCAB - The entire basin is a non-attainment or maintenance area for the following pollutants: NO₂ [1995]; CO [2000]; PM₁₀ [2006]; PM_{2.5} [2015]; and 8-hour ozone [2021].
- Antelope Valley and Victor Valley portion of MDAB - Non-attainment areas for 8-hour Ozone [2010].
- San Bernardino County Portion of MDAB -
- Searles Valley (situated in the NW part of the county) is non-attainment for PM₁₀ [1994].
 - San Bernardino County (excluding the Searles Valley area) within the MDAB is a non-attainment area for PM₁₀ [2000].



- The Riverside County Portion of SSAB - The entire Riverside County portion of SSAB (Coachella Valley) is a non-attainment area for the following pollutants: PM10 [2006]; 8-hour Ozone [2013].
- The Imperial County Portion of SSAB - The entire Imperial County portion of SSAB is designated as non-attainment for 8-hour ozone [2007] and PM10.1

Eight-Hour Ozone Non-Attainment Areas

On April 15, 2004, EPA announced the non-attainment areas for 8-hour ozone standard. The designation and classification were effective on June 15, 2004. The 8-hr ozone attainment years are between 2007 and 2021. The Transportation Conformity requirements became effective by June 15, 2005, which was also the date for the revocation of the 1-hour ozone standard. The federal agencies approved the 2004 RTP/RTIP 8-hour ozone conformity on May 12, 2005.

The SCAG region has five 8-hour ozone non-attainment areas (a map of these areas is included in Exhibit A). SCAG's 8-hr ozone non-attainment areas and their classifications and maximum attainment dates are listed in the following table.

**SCAG Region
Eight Hour Ozone Non-attainment Areas**

Non-attainment Area	Classification	Maximum Attainment Date
Ventura County Portion of SCCAB	Moderate	2010
South Coast Air Basin	Severe-17	2021
Antelope Valley and Western MDAB	Moderate	2010
Coachella Valley Portion of SSAB	Serious	2013
Imperial County Portion of SSAB	Marginal	2007

The ARB must submit 8-hour ozone SIPs to U.S. EPA by June 15, 2007.

¹ With the exception of a small area in the eastern portion of Imperial County, the rest of the county is designated as a PM10 non-attainment area. No PM10 SIP submittal date for the Imperial County portion of the SSAB has been set by U.S. EPA.

PM10 Non-Attainment Areas

The SCAG region has five PM10 non-attainment areas (a map of these areas is included in Exhibit A). SCAG's PM10 non-attainment areas and their classifications and maximum attainment dates are listed in the following table.

**SCAG Region
PM10 Non-attainment Areas**

Non-attainment Area	Classification	Maximum Attainment Date
South Coast Air Basin	Serious	2006
Searles Valley Portion of MDAB	Moderate	1994
San Bernardino County Portion of MDAB (excluding Searles Valley)	Moderate	2000
Coachella Valley Portion of SSAB	Serious	2006
Imperial County Portion of SSAB	Moderate	*

* No PM10 SIP submittal date for the Imperial County portion of the SSAB has been set by U.S. EPA.

The federal agencies approved conformity for all PM10 non-attainment areas at that time on June 7, 2004 for the 2004 RTP, and October 4, 2004 for the 2004 RTIP.

PM2.5 Non-Attainment Area

In the SCAG region, the South Coast Air Basin is the only area that has been designated by U.S. EPA as a PM2.5 non-attainment area. The PM2.5 attainment year for the South Coast Air Basin is 2010 with an allowable five year extension (i.e., 2015) (a map of this area is included in Exhibit A). The ARB has until April 5, 2008, to submit the SIP for the PM2.5 standard to EPA.

The federal agencies approved the 2004 RTP/RTIP PM2.5 conformity on March 30, 2006.

SIPS AND TRANSPORTATION CONFORMITY

In California, all SIPs have to go through three steps: air district action, ARB action, and finally EPA action. Each air district submits its respective AQMPs/SIPs to ARB. ARB is the official

State agency that submits the SIPs to EPA for all federal non-attainment and maintenance areas in California.

The 2006 RTIP must conform to the applicable SIPs [emissions budgets and the Transportation Control Measures (TCMs)]. The March 1999 court ruling (*Sierra Club v. EPA*) required that conformity findings be based on the emissions budgets approved or found adequate by EPA. The applicable TCMs are those approved by EPA.

On April 26, 2002, the ARB committed to update its emission factor model (EMFAC model) and the related SIPs in compliance with the latest planning assumption requirements. On May 3, 2002, the California Division of FHWA informed the State and the MPOs that from January 1, 2003, all conformity determinations must be based on the use of the new planning assumptions, including the new EMFAC model.

On April 1, 2003, EPA approved the EMFAC 2002 Model. The EMFAC 2002 Model was used for development of the 2003 SIPs (emissions budgets) and conformity determination. SCAG's regional emissions analysis for the 2006 RTIP is based on these emissions budgets and use of the EMFAC 2002 model.

Applicable Emissions Budgets

The SIPs are based on the 2003 or 2004 AQMPs that were prepared by the respective air districts in association with ARB and SCAG. For the 2006 RTIP conformity determination, the applicable emissions budgets and TCMs are established in the SIPs as described below. It should be noted that for the 8-hour ozone standard, the applicable emission budgets are the one-hour ozone budgets as described in the SIPs below. The use of the one-hour ozone budgets are in accordance with U.S. EPA guidance, were brought through the interagency consultation process, and were approved by FHWA/FTA when conformity became effective for eight-hour ozone.

- 1-hour Ozone SIP for the Ventura County portion of SCCAB: EPA's adequacy finding on the emissions budgets for conformity determination was published in Federal Register Vol. 69, No. 104 on May 28, 2004.
- SIPs for the SCAB: EPA's adequacy finding on the emissions budgets for conformity determination in the SCAB area was published in Federal Register Vol. 69, No. 58 - March 25, 2004.
- 1-hour Ozone SIP for the Southeast Desert Modified Area: The area is composed of three pieces: the Antelope Valley portion of MDAB, the San Bernardino County portion of MDAB, and the Coachella Valley portion of SSAB. Each provides its data to ARB and it is the responsibility of ARB to provide a single set of emission budgets (Ozone SIP). EPA's adequacy finding on the emissions budgets for conformity determination was published in Federal Register Vol. 69, No. 104 on May 28, 2004.

Note that for 8-hour ozone, the budget for the Antelope Valley and Victor Valley portions of the MDAB is the sum of the original 1-hour ozone budgets submitted to ARB by the applicable air districts. The Coachella Valley 8-hour ozone budget is the same as the 1-hour ozone budget submitted to ARB by the SCAQMD.

- PM10 SIP for Coachella Valley portion of SSAB: EPA's adequacy finding on the emissions budgets for conformity determination in the Coachella Valley PM10 area was published in Federal Register Vol. 69, No. 58 on March 25, 2004.

There are no SIPs for the other federal non-attainment/maintenance areas in the SCAG region.

In absence of the applicable emissions budgets for conformity, SCAG has to conduct interim emissions tests for regional emissions analysis of the 2006 RTIP. The following areas are subject to the interim emissions tests:

- SCAB – PM2.5 non-attainment area
- San Bernardino County (MDAB) - PM10 non-attainment area
- Searles Valley area (MDAB) - PM10 non-attainment area
- Imperial County (SSAB) - PM10 and ozone non-attainment areas

Note: On October 9, 2003, the 9th U.S. District Court in *Sierra Club v. EPA* ordered EPA to reclassify Imperial County to "Serious". ICAPCD, ARB, and EPA are working together to interpret the Court requirements. In the absence of any emissions budgets, SCAG conducts its regional emissions analysis for conformity finding based on the interim emissions tests.

Applicable TCMs

The SIP documents for the applicable TCMs are listed below:

- SCAB - The TCM01 categories were established in the 1994 Ozone SIP and they function as the applicable TCM categories for the conformity finding (timely implementation of TCM analysis).

The TCM categories in the 2003 Ozone AQMP/SIP (submitted to EPA for final approval) as well as in the 1997 (as amended in 1999) Ozone AQMP / SIP are consistent with the TCM01 categories listed in the 1994 Ozone AQMP/SIP. Upon approval by EPA, the TCM categories in the 2003 Ozone AQMP/SIP will replace the current ones. (It should be noted that SAFETEA-LU, August 2005, mandates new substitution procedures for TCMs.)

- The Ventura County portion of SCCAB - The TCM strategies incorporated in the 1994 (as amended in 1995) Ozone AQMP/SIP function as the applicable TCMs for conformity finding (timely implementation of TCM analysis).

The 2004 Ozone AQMP/SIP was prepared to address the new motor vehicle emissions budgets. No changes were made to the TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP.

It should be noted that while the 1-hour ozone standard has been revoked and replaced with an 8-hour ozone standard, the TCMs in the 1-hour ozone SIPs remain applicable.

There are no applicable TCMs in any other federal non-attainment or maintenance areas in the SCAG region. For more information on TCMs and timely implementation of the TCMs, see Section III of this document.

SIP Status in Other Areas

- **Searles Valley Portion of MDAB (PM10)**
At the present time, there is no federally approved SIP for this area. The MDAQMD has requested re-designation of the Trona portion of the Searles Valley PM10 non-attainment area to attainment status. There are no projects in this area and the area has not experienced a federal exceedance for more than 10 years.
- **San Bernardino County Portion of MDAB (PM10)**
At the present time, there is no federally approved SIP for this area. MDAQMD is seeking EPA approval to make a "Clean Data Finding" for this area.
- **Imperial County Portion of SSAB (PM10)**
On October 9, 2003, the 9th U.S. District Court in *Sierra Club v. EPA* ordered EPA to reclassify Imperial County to "Serious". ICAPCD, ARB, and EPA are working together to interpret the Court requirements and its time frame. At the present time, there is no applicable SIP for this PM10 non-attainment area.
- **Imperial County Portion of SSAB (Ozone)**
The Imperial County portion of SSAB is a non-attainment area for 8-hour ozone and a new SIP is being development.

CONFORMITY ANALYSIS AND FINDINGS

Required Transportation Conformity Analyses

Under the U.S. DOT Metropolitan Planning Regulations and EPA's Transportation Conformity Rule requirements, SCAG's 2006 RTIP needs to pass five tests.

- **Consistency with SCAG's RTP**
(23 CFR, Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)



This test is required for a TIP whether or not the planning area is a non-attainment/maintenance area. In the federal non-attainment/maintenance areas, a TIP must comply with the required conformity tests.

- Regional Emission Analysis
(40 CFR, Sections 93.109, 93.110, 93.118, and 93.119)
- Timely Implementation of Transportation Control Measures (TCMs) Analysis
(40 CFR, Section 93.113)
- Financial Constraint Analysis
(40 CFR, Section 93.108 and 23 CFR, Section 450.324)
- Interagency Consultation and Public Involvement Analysis
(40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

Regional Emissions Analyses

EPA's Transportation Conformity Rule requires that the 2006 RTIP regional emissions be consistent with the motor vehicle emissions budgets in the applicable SIPs (Section 93.118). Consistency with emissions budgets must be demonstrated for each year that the applicable emissions budgets are established, for the transportation planning horizon year, and for any milestone years as necessary so that the years for which consistency is demonstrated are no more than ten years apart. For the interim emissions tests, the build scenario's emissions must be less than or equal to the no-build scenario's emissions and/or the build scenario's emissions must be less than or equal to the base year.

A summary of the regional emissions analyses (conformity findings) are presented in the following tables, which are organized by air basin geography and pollutant. Details of the modeling methodologies and regional emissions analyses are included in Section II - Regional Emissions Analysis, of this document. The analyses show that the 2006 RTIP meets all applicable regional emissions analysis tests.

VENTURA COUNTY PORTION OF SOUTH CENTRAL COAST AIR BASIN

Table 12 - Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	14.300	14.300	14.300
	Plan	10.650	6.170	4.170
NOx	Budget	21.400	21.400	21.400
	Plan	15.080	6.830	4.370



SOUTH COAST AIR BASIN

Table 13 - Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2008</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	216.000	155.000	155.000	155.000
	Plan	214.170	152.141	107.627	73.227
NO _x	Budget	464.000	352.000	352.000	352.000
	Plan	451.036	349.956	184.599	120.898

Table 14 - PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2006</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	251.000	251.000	251.000	251.000
	Plan	247.337	189.905	106.868	72.584
NO _x	Budget	549.000	549.000	549.000	549.000
	Plan	537.405	418.716	193.109	125.797
PM10	Budget	166.000	166.000	166.000	166.000
	Plan	159.065	155.829	151.834	152.313

Table 15 - PM2.5 (Annual Emissions [tons/year])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
NO _x	Base Year*	260,650	260,650	260,650
	Plan	152,831	70,485	45,916
PM2.5	Base Year*	4,844	4,844	4,844
	Plan	4,573	4,413	4,639

* Base Year = 2002

Table 16 - PM2.5 (24-Hour Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
NO _x	Base Year*	714.110	714.110	714.110
	Plan	418.716	193.109	125.797
PM2.5	Base Year*	13.270	13.270	13.270
	Plan	12.530	12.090	12.710

Table 17 - CO (Winter Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
CO	Budget	3,361.000	3,361.000	3,361.000
	Plan	1,818.099	863.286	530.587

Table 18 - NO₂ (Winter Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
NO ₂	Budget	686.000	686.000	686.000
	Plan	449.577	205.988	133.050

WESTERN MOJAVE DESERT AIR BASIN - ANTELOPE VALLEY PORTION OF LOS ANGELES COUNTY AND SAN BERNARDINO COUNTY PORTION OF MDAB EXCLUDING SEARLES VALLEY

Table 19 - Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2007</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	19.100	19.100	19.100	19.100
	Plan	16.506	13.310	7.690	6.340
NO _x	Budget	52.100	52.100	52.100	52.100
	Plan	48.278	41.570	19.270	14.360

MOJAVE DESERT AIR BASIN - SAN BERNARDINO COUNTY PORTION

Table 20 - PM₁₀ (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM ₁₀	No Build	9.053	10.947	13.253
	Build	8.967	10.808	12.953

MOJAVE DESERT AIR BASIN – SEARLES VALLEY

Table 21 - PM₁₀ (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM ₁₀	No Build	0.1119	0.1286	0.1428
	Build	0.1119	0.1286	0.1428

SALTON SEA AIR BASIN - COACHELLA VALLEY PORTION

Table 22 - Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2007</u>	<u>YR 2010</u>	<u>YR 2013</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	4.100	4.100	4.100	4.100	4.100
	Plan	3.985	3.361	2.867	2.234	1.838
NO _x	Budget	11.100	11.100	11.100	11.100	11.100
	Plan	11.085	9.295	7.613	4.913	3.460

Table 23 - PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2006</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM10	Budget	10.900	10.900	10.900	10.900
	Plan	8.726	8.937	9.325	9.715

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

Table 24 - Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	No Build	7.220	5.620	5.720
	Build	7.220	5.620	5.720
NO _x	No Build	11.790	8.880	7.810
	Build	11.790	8.880	7.810

Table 25 - PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM10	No Build	5.730	7.610	9.810
	Build	5.684	7.425	9.602

Construction-Related PM10 Emissions

Section 93.122(d)(2) of the EPA Transportation Conformity Rule requires that in PM10 non-attainment and maintenance areas for which the SIPs identify construction-related fugitive dust as a contributor to the area problem, the RTIP should include construction-related fugitive PM10 in the emissions analysis. Of the SCAG PM10 non-attainment areas, only the SCAB and the Coachella Valley portion of SSAB have PM10 SIPs. The 2003 PM10 SIPs/AQMPs emissions budgets for these two areas include construction emissions, and the 2006 RTIP PM10 regional emissions analysis includes construction emissions as appropriate.

Conformity Determinations

SCAG has made the following conformity findings for the 2006 RTIP under the required Federal tests.

✓ **Consistency with 2004 RTP Test**

- Finding: SCAG's 2006 RTIP (project listing) is consistent with the 2004 RTP.

✓ **Regional Emissions Tests**

- Finding: The regional emissions analyses for the 2006 RTIP updates the regional emissions analyses for the 2004 RTP.
- Finding: SCAG's 2006 RTIP regional emissions analysis for PM_{2.5} precursors are less than base year 2002 for all milestone, attainment, and planning horizon years in the SCAB.
- Finding: SCAG's 2006 RTIP regional emissions for the ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years for the following areas:
 - SCAB - 2003 Ozone SIP
 - SCCAB (Ventura County) - 2004 Ozone SIP
 - MDAB (Antelope Valley and Victor Valley areas) - 2004 Ozone SIP
 - SSAB (Coachella Valley) - 2004 Ozone SIP
- Finding: SCAG's 2006 RTIP regional emissions for the NO₂ precursor are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the SCAB - 2003 NO₂ SIP.
- Finding: SCAG's 2006 RTIP regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB - 2003 CO SIP.
- Finding: SCAG's 2006 RTIP regional emissions for the PM₁₀ precursors are consistent with the applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB - 2003 PM₁₀ SIP.
- Finding: SCAG's 2006 RTIP regional emissions for PM₁₀ are consistent with the applicable emissions for the Coachella Valley portion of SSAB for all milestone, attainment and planning horizon years - 2003 PM₁₀ SIP.
- Finding: SCAG's 2006 RTIP regional emissions (build scenarios) for PM₁₀ are less than the no-build emissions for the San Bernardino County portion of MDAB for all milestone, attainment and planning horizon years.
- Finding: SCAG's 2006 RTIP regional emissions (build scenarios) for PM₁₀ are less than the no-build emissions for the Imperial County portion of SSAB.

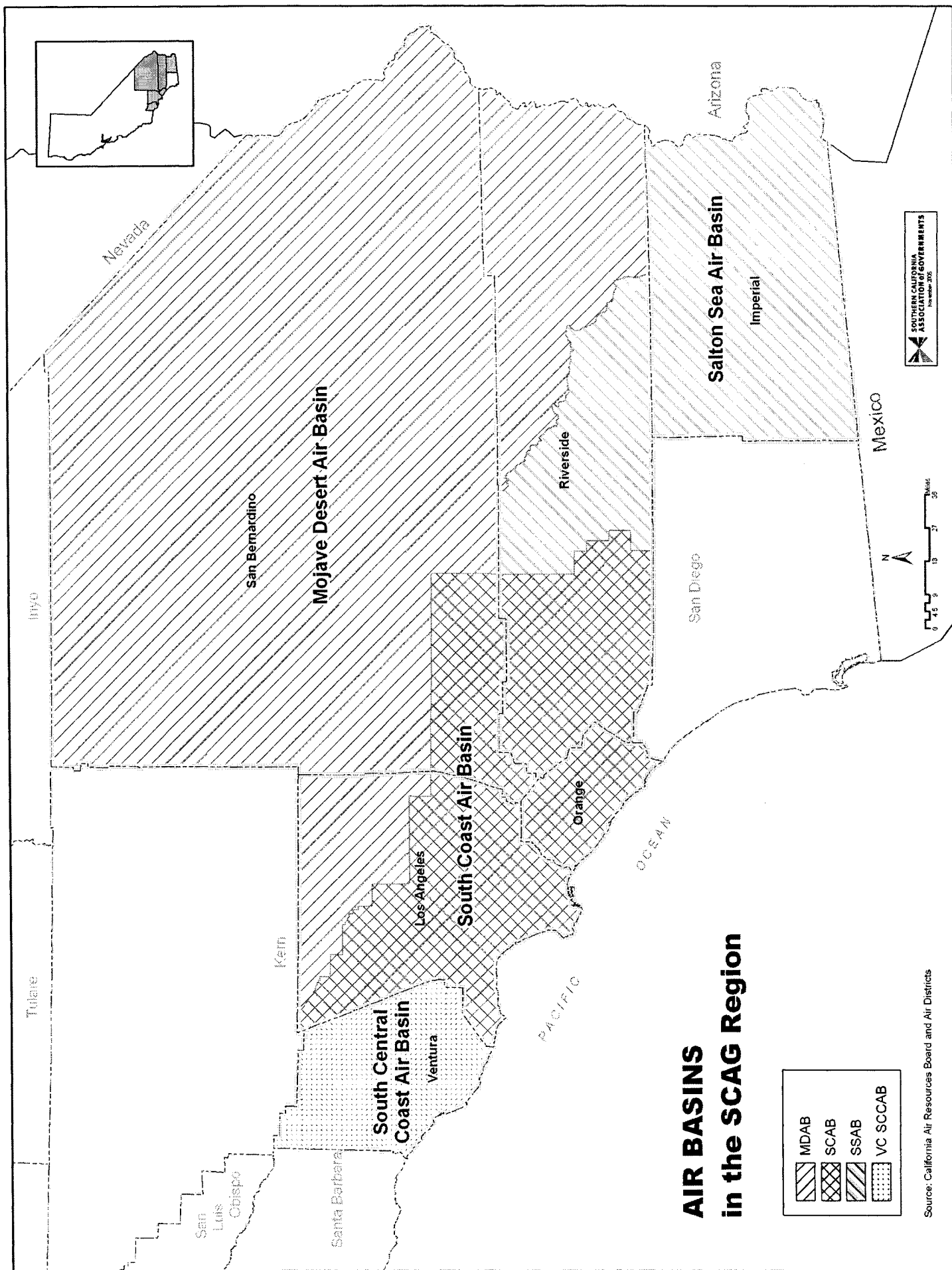


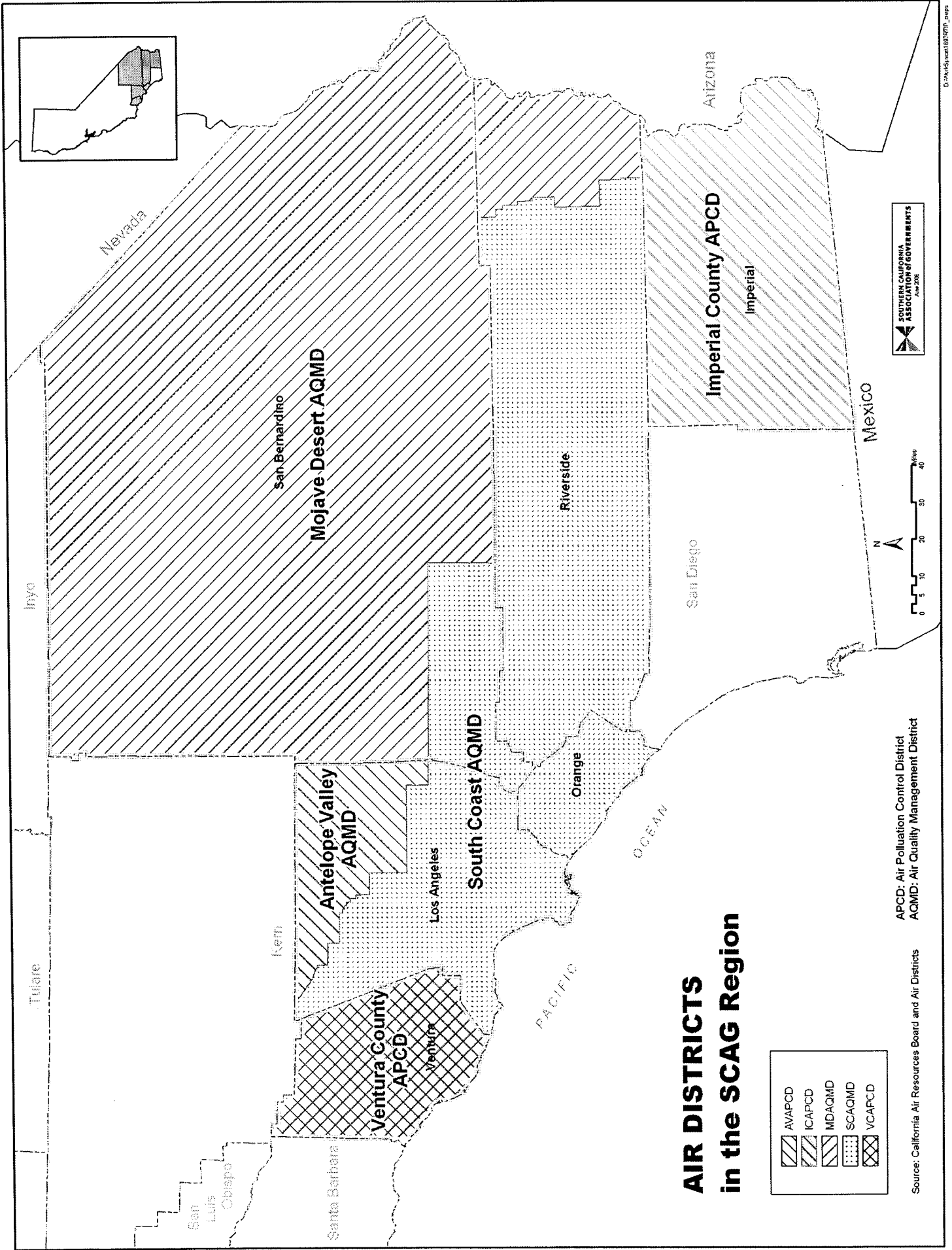
- Finding: SCAG's 2006 RTIP regional emissions (build scenario) for the ozone precursors are less than the no-build emissions for the Imperial County portion of SSAB.
- ✓ **Timely Implementation of TCM Test**
 - Finding: The TCM1 project categories listed in the 1994/1997/2003 Ozone SIP for the SCAB area were given funding priority and are on schedule for implementation.
 - Finding: The TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP for the VC/SCCAB were given funding priority and are on schedule for implementation.
- ✓ **Financial Constraint Test**
 - Finding: Projects programmed in the 2006 RTIP in fiscal years 2006/2007 and 2007/2008 are fiscally constrained and for the remaining years the funds are reasonably expected to be available.
- ✓ **Inter-agency Consultation and Public Involvement Test**
 - Finding: The 2006 RTIP complies with all federal and state requirements for interagency consultation and public involvement. SCAG's Transportation Conformity Working group has served as a forum for interagency consultation, and additionally, there were many ad-hoc meetings held between the involved agencies for this purpose.

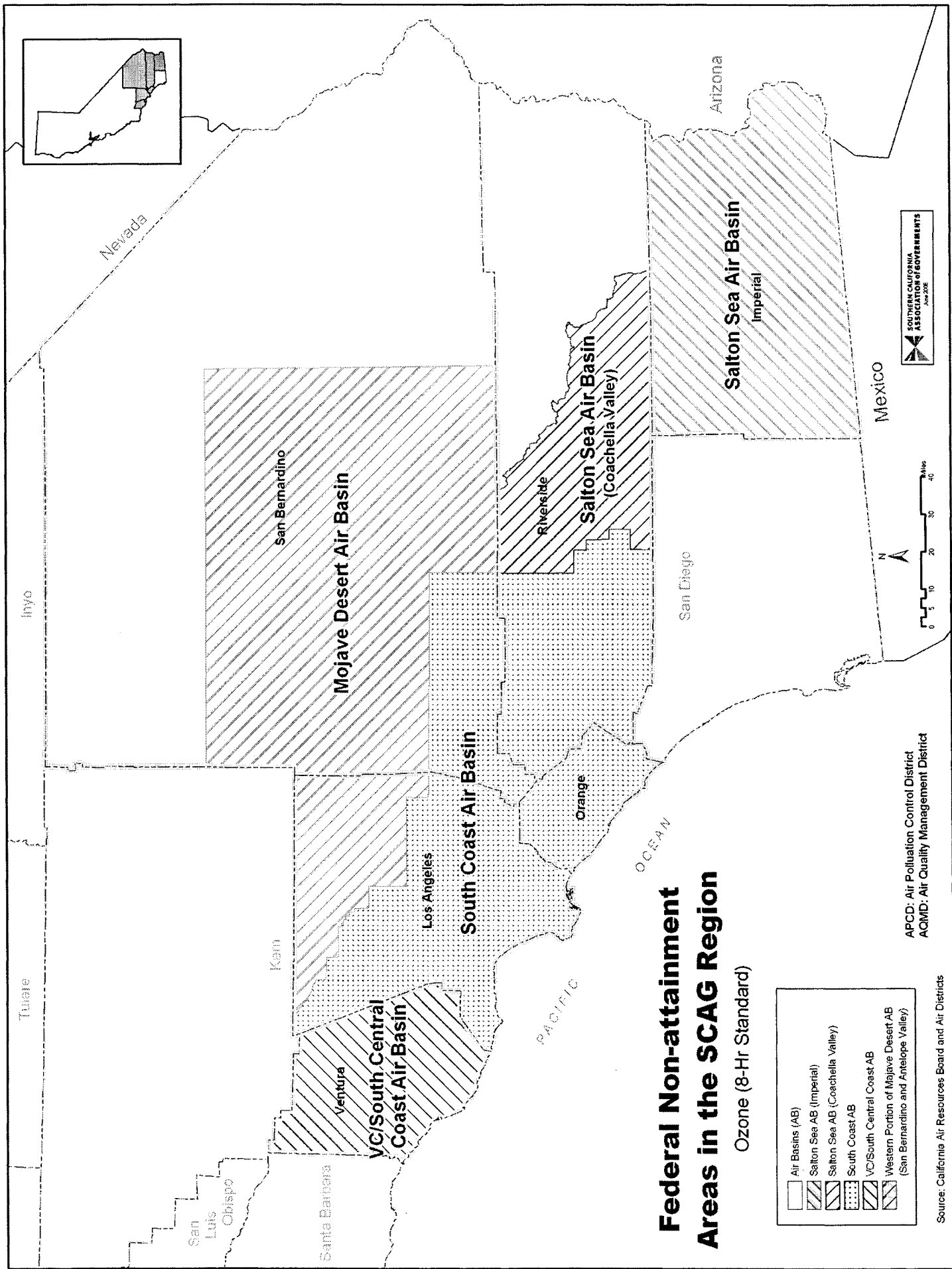
EXHIBIT A: MAPS

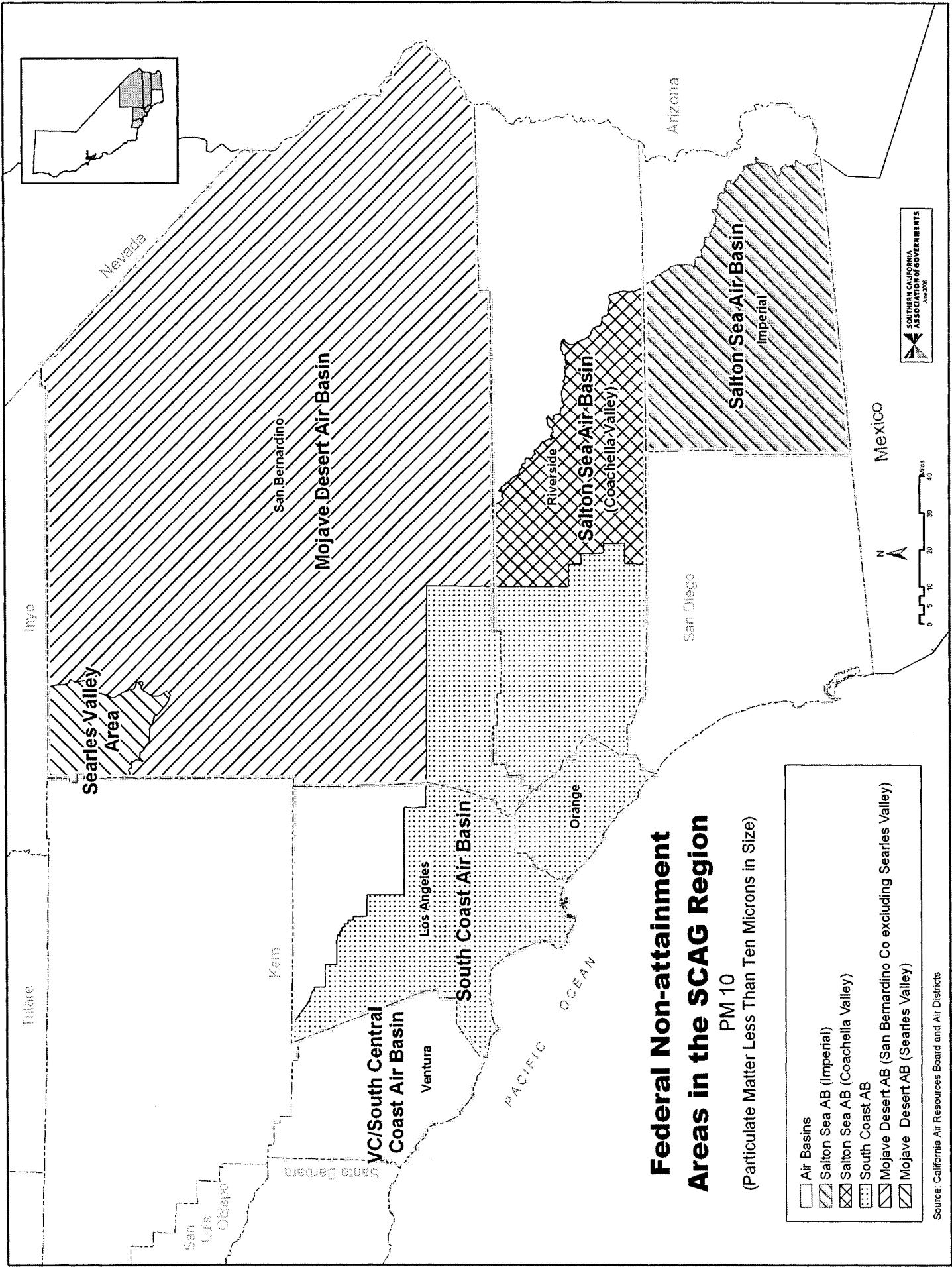
- **Air Basins**
- **Air Districts**
- **Federal Non-attainment Areas**
- **Federal Attainment Areas**











Federal Non-attainment Areas in the SCAG Region

PM 10

(Particulate Matter Less Than Ten Microns in Size)

- Air Basins
- Salton Sea AB (Imperial)
- Salton Sea AB (Coachella Valley)
- South Coast AB
- Mojave Desert AB (San Bernardino Co excluding Searles Valley)
- Mojave Desert AB (Searles Valley)

Source: California Air Resources Board and Air Districts



Mexico



